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Addressing item 4 in the patent examiner's review:

Claim 12 is objected to as being dependent upon an existing base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

A review of the patent claims in the current invention is provided below:

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Claims

1. A hull for conveyance across a fluid compromising:

   a) a central hull with a buoyant forward section

   b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, providing lift to the hull.

   2. The hull of claim 1 wherein said central hull has a deep vee bow section providing a means for reducing motions in a seaway.

   3. The hull in claim 1 wherein said deep vee bow is adjusted in depth and width as a means for providing longitudinal stability to the hull.

4. A hull for conveyance across a fluid compromising:

   a) a central hull with a buoyant forward section

   b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water providing lift to the hull

   c) said outboard chines provide buoyancy to the hull.

      5. The hull of claim 4 wherein said outboard chines originate above the waterline in the bow of said central hull ultimately extending below the waterline as the chines transition aft.

6. The hull of claim 4 wherein said outboard chines become significantly wider as they transition aft.

7. The hull of claim 4 wherein the open space between said outboard chines becomes narrower as the chines transition aft creating a means of funneling air and water.

8. The hull of claim 4 wherein the width and depth of said outboard chines are adjusted as a means to provide a smoother ride in a seaway.

9. The hull in claim 4 wherein the width and depth of said outboard chines are adjusted as a means to adjust transverse stability of the hull.

10. The hull in claim 4 wherein the width and depth of said outboard chines are adjusted as a means to adjust longitudinal stability of the hull.

11. The hull in claim 4 wherein the width and depth of said outboard chines is adjusted as a means to house machinery.

12. The hull in claim 4 wherein said outboard chines are designed as a means to house water jets or other propulsion drives.

13. The hull in claim 4 wherein said outboard chines are designed as a means to produce stern wake canceling effects.

14. A hull for conveyance across a fluid compromising:
   a) a central hull with a buoyant forward section
   b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, or a mixture of air and water providing lift to the hull
   c) said outboard chines provide buoyancy to the hull

d) said central hull provides a means of generating lift while moving across a fluid.

15. The hull of claim 14 wherein said central hull has a deep vee forward section which becomes notably shallower and transitions into a flat or concave section as it extends aft to the transom of the hull.

16. The hull in claim 14 wherein the aft portion of said central hull is designed as a means to produce a wing in ground effect.

17. The hull of claim 14 wherein the means of producing wing in ground effect is enhanced or produced by adding a step in said deep vee bow.

Response:

I would like to make claim 12 an independent claim incorporating claim 13 as a dependent claim.

12. A hull for conveyance across a fluid compromising:

a) a central hull with a buoyant forward section

b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, or a mixture of air and water providing lift to the hull

c) said outboard chines provide buoyancy to the hull

d) said outboard chines are designed as a means to house water jets or other propulsion drives.

13. The hull in claim 12 wherein said outboard chines are designed as a means to produce stern wake canceling effects.

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In accordance with USPTO correspondence of 09/19/2005 claims have been provided on this separate sheet with claim status identifiers have been added.

Claims

1. A hull for conveyance across a fluid compromising: *(original)*
    a) a central hull with a buoyant forward section *(original)*
    b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, providing lift to the hull. *(original)*

2. The hull of claim 1 wherein said central hull has a deep vee bow section providing a means for reducing motions in a seaway. *(original)*

3. The hull in claim 1 wherein said deep vee bow is adjusted in depth and width as a means for providing longitudinal stability to the hull. *(original)*

4. A hull for conveyance across a fluid compromising: *(original)*
    a) a central hull with a buoyant forward section *(original)*
    b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water providing lift to the hull *(original)*
    c) said outboard chines provide buoyancy to the hull. *(original)*

5. The hull of claim 4 wherein said outboard chines originate above the waterline in the bow of said central hull ultimately extending below the waterline as the chines transition aft. *(original)*

6. The hull of claim 4 wherein said outboard chines become significantly wider as they transition aft. *(original)*

7. The hull of claim 4 wherein the open space between said outboard chines becomes narrower as the chines transition aft creating a means of funneling air and water. *(original)*

8. The hull of claim 4 wherein the width and depth of said outboard chines are adjusted as a means to provide a smoother ride in a seaway. *(original)*

9. The hull in claim 4 wherein the width and depth of said outboard chines are adjusted as a means to adjust transverse stability of the hull. *(original)*

10. The hull in claim 4 wherein the width and depth of said outboard chines are adjusted as a means to adjust longitudinal stability of the hull. *(original)*

11. The hull in claim 4 wherein the width and depth of said outboard chines is adjusted as a means to house machinery. *(original)*

12. A hull for conveyance across a fluid compromising: *(new)*
    a) a central hull with a buoyant forward section *(new)*
    b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, or a mixture of air and water providing lift to the hull *(new)*
    c) said outboard chines provide buoyancy to the hull *(new)*
    d) said outboard chines are designed as a means to house water jets or other propulsion drives. *(new)*

13. The hull in claim 12 wherein said outboard chines are designed as a means to produce stern wake canceling effects. *(currently amended)*

14. A hull for conveyance across a fluid compromising: *(original)*

   a) a central hull with a buoyant forward section *(original)*

   b) outboard chines which extend below said central hull providing a means to trap air, water, or a mixture of air and water, or a mixture of air and water providing lift to the hull *(original)*

   c) said outboard chines provide buoyancy to the hull *(original)*

   d) said central hull provides a means of generating lift while moving across a fluid. *(original)*

15. The hull of claim 14 wherein said central hull has a deep vee forward section which becomes notably shallower and transitions into a flat or concave section as it extends aft to the transom of the hull. *(original)*

16. The hull in claim 14 wherein the aft portion of said central hull is designed as a means to produce a wing in ground effect. *(original)*

17. The hull of claim 14 wherein the means of producing wing in ground effect is enhanced or produced by adding a step in said deep vee bow. *(original)*